

What's new this month

WELCOME

Welcome to the Winter 2016/2017 edition of the European Rail Timetable which includes new schedules for most European countries valid from December 11. We have been able to include new timings for most trains but, as is often the case for the December edition, only partial information was available for certain countries as we went to press. Readers are therefore advised to check individual country headings for details of the current validity status. Please be aware that many tables have been compiled using advance data which is sometimes liable to change and readers may wish to confirm timings before travelling. All our tables will be checked over the coming weeks as schedules are confirmed.

Regrettably, we have had to increase the price of our printed timetables by one pound. This is the first price rise since we took over production of the European Rail Timetable from Thomas Cook nearly three years ago and is due to increased production and distribution costs. Our digital version is not directly affected by these costs and so will remain at its current price. A summary of the latest prices for individual copies and subscriptions will be found on page 10.

ROUTE OF THE MONTH

The European Rail Timetable gives a great overview of ferry and inshore shipping services around Europe's coasts. That inspired our regular correspondents, Nicky Gardner and Susanne Kries, to switch from trains to boats for the Route of the Month feature in our Winter 2016/17 timetable. Turn to page 34 and join them on a Hebridean adventure as they sample some of the Caledonian MacBrayne shipping routes in Table 219.

TIP OF THE MONTH

Continuing with the island hopping theme of our *Route of the Month*, Nicky and Susanne offer some practical advice for readers who may be tempted to explore the Hebridean islands for themselves. Containing useful information on schedules, fares and accommodation, the article will be found on page 35.

CAR TRAINS

Austrian Railways has introduced two new services from Innsbruck; to Hamburg which operates daily, and Düsseldorf which runs three days per week.

Treinreiswinkel will introduce a second destination from its Düsseldorf base for the summer season. In addition to the established Verona service, it will be possible to travel to Livorno once a week between July 5 and August 31, outbound on Wednesday and returning on Thursday (Table 1).

INTERNATIONAL

German Railways ceased running all its *City Night Line* services from December 11. However, Austrian Railways has now taken over the operation of certain trains and, together with its existing *EuroNight* services, will run them under a new *nightjet* brand. A summary of the various changes to overnight services are listed below.

Table 28: *CNL 419/418 Pollux* Amsterdam – München has been withdrawn. A new *nightjet* service **421/420** Düsseldorf – Frankfurt – Nürnberg – München – Innsbruck will run, together with a portion Düsseldorf – Nürnberg – Wien (numbered **40421/40420**).

Tables 20, 54 and 56: *EN 447/446 Jan Kiepura* Köln – Berlin – Warszawa and *CNL 40447/40458 Kopernikus* Köln – Berlin – Praha have been withdrawn.

Table 52: Former *CNL 458/40470 Canopus* Zürich – Praha (via Frankfurt) is diverted to run via Innsbruck, being conveyed with the Zürich – Budapest cars of *nightjet* service **40467/40462** between Zürich and Linz (Table 86).

Tables 54 and 73: Former *CNL* services **479/478 Komet** Hamburg – Basel – Zürich and **471/470 Sirius** Berlin – Basel – Zürich are now combined, running as new *nightjet* service **471/470** Hamburg – Berlin – Basel – Zürich.

Table 64: *EN 491/490* Hamburg – Nürnberg – Wien becomes a *nightjet* branded service which now also conveys a portion running Hamburg – Nürnberg – München – Innsbruck (numbered **40491/40490**).

Table 70: Former *CNL* trains **485/484 Lupus** München – Innsbruck – Roma and **40485/40481 Apus** München – Innsbruck – Milano are diverted to run via Villach and Tarvisio as *nightjet* service **295/294**. Trains **40463/40236 Pictor** München – Villach – Tarvisio – Venezia are renumbered **463/236**.

Table 73: *CNL 40419/40478 Pegasus* Amsterdam – Köln – Zürich is withdrawn.

Other changes from the mid-December timetable changes are outlined below.

Tables 10, 11 and 17: Eurostar services London – Paris/Brussels are valid until May 27. In Table 17, the London to Mame la Vallée-Chessey (station for Disneyland) service is valid until July 7 and London to Marseille until November 4, 2017. Owing to engineering work taking place on the high-speed line between Calais and Paris, Eurostar services will depart Paris up to 12 minutes earlier and arrive up to 12 minutes later from January 23 to February 4, 2017.

Table 11: A number of long-distance *TGV* services have been withdrawn as follows: **5102/5144** between Lille and Marseille; **9800** Brussels – Toulon; the Sundays only **5137** Lille – Montpellier; **6811/6859** between Lyon and Toulouse; also the train pair **5211/5214** and **5278/5280** between Lille and Nantes/Rennes.

Table 15a: The line between Hoek van Holland Haven and Schiedam Centrum is to be integrated into the Rotterdam metro system later this year. Work to convert the line is due to commence on April 1, 2017 and therefore the service is subject to alteration from that date.

Table 17: Eurostar **9084/9087** will be running between London and Marseille on December 17, 2016, February 11, 18, 2017. This service has not previously run during the winter months.

Table 20: The 1155 Thalys service from Paris to Köln (**9437**) is extended to Düsseldorf on Saturdays, and to Essen on Mondays to Fridays and Sundays. In the reverse direction, train **9448**, the 1245 from Köln, starts back at Essen.

Tables 20 and 21: Three extra *ICE* services are now running between Brussels and Frankfurt: one daily, one daily except Saturdays, and the other on Fridays and Sundays only. However, the first *ICE* trains from both Brussels and Frankfurt no longer run on Sundays.

Table 24: Train **24/23** Paris – Moskva reduces in frequency from three times a week to weekly and no longer calls at Épernay.

Table 28: A new early morning *ICE* has been introduced between Frankfurt and Amsterdam. *ICE 222* departs Frankfurt (Main) Hbf at 0456 on Mondays to Fridays (daily from Köln at 0628), arriving Amsterdam at 0928.

Table 44: The afternoon Milano to Paris trains **9248** and **9250** are combined to depart Milano at 1440 every day of the week.

Table 50: *Snälltåget* has announced that train **301 Berlin Night Express** will run on April 12 and May 25 from Malmö to Berlin and, in the reverse direction, train **300**, will run on April 16 and May 28. During the summer months it will run three times a week in each direction.

Table 56: Russian Railways has introduced a new twice weekly sleeper service between Moskva and Berlin using Talgo stock.

Table 61: **293/292 Nusic** Beograd – Sofia and **481/480 Serdica** Budapest – Vidin – Sofia are both withdrawn. Train **491 Balkan** Beograd – Sofia is retimed to run two hours later, departing Beograd at 0925, but the connection at Sofia with train **491 Balkan Express** to Istanbul is maintained as the latter train is also retimed. In the opposite direction, train **490 Balkan** Sofia – Beograd runs almost two hours earlier, departing Sofia at 0940. However, as with the eastbound journey, the connection with retimed train **490 Balkan Express** from Istanbul continues to apply.

Table 62: **411/410 Ljubljana** – Zagreb – Beograd, which was previously reported as withdrawn, has been revived but only runs over the Christmas / New Year period and during the Summer. In addition, it has been extended to run to and from Villach, conveying first and second class seats.

Table 68: *EC 111/110* München – Klagenfurt is now formed of *Railjet* coaches.

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What's new this month *(continued from page 3)*

INTERNATIONAL (continued)

Table 82: The Gotthard Base Tunnel is now open for regular passenger services and Swiss Railways has introduced a revised service along the route. The number of Zürich to Milano services has increased from seven to eight per day with a reduced journey time of 3 hours 36 minutes (37 minutes faster than previous timings). The new schedules also include a new Basel – Arth-Goldau – Milano service.

Table 95: The twice weekly Moskva – Cheb sleeping car, which is conveyed in train **22/21** *Vltava* Moskva – Terespol – Praha, has been withdrawn. Train **10/9** Moskva – Warszawa – Budapest – Sofia has been cut back to run only between Moskva and Warszawa; the provision of a direct Moskva – Warszawa – Kraków sleeping car on this train was unable to be verified at the time of going to press.

GREAT BRITAIN

The link from Oxford Parkway to Oxford has been completed meaning services from London Marylebone can now run through to Oxford's main station (Table **128**).

Virgin East Coast has enhanced its service provision at weekends. On Saturdays there are three additional services between London and Leeds, with four extra trains running in the opposite direction. On Sundays the London to Leeds route benefits from two additional trains northbound and one southbound whilst Edinburgh gains two additional trains to and from London Kings Cross (Table **180**).

A number of trains between York and Manchester Airport, operated by *TransPennine Express*, have been extended to run from and to Newcastle (Table **188**).

Cross Country is now making full use of the recently opened Norton Bridge flyover, located to the north of Stafford, by accelerating many of its Manchester services by up to 15 minutes (Table **122**).

Services on the Leeds to Carlisle route continue to be disrupted as work to repair the line between Armthwaite and Carlisle continues (Table **173**). The line is expected to fully to re-open by the spring of 2017.

IRELAND

Iarnród Éireann issued a new timetable from November 20, 2016 with minor retimings throughout the network and our Irish tables have been updated accordingly.

FRANCE

Engineering work on the route between Brest and Quimper commences on December 19 and will run throughout the year until December 8, 2017 (Table **286**).

Rail services on the branch line from Cannes to Grasse are suspended for approximately twelve months to allow upgrade work to be carried out. A very limited replacement bus service is provided on Mondays to Fridays (Table **361**).

The Paris Austerlitz to Cerbère service is the latest French overnight train to be withdrawn. The only remaining overnight services operating in France are Paris to Nice/Briançon, Paris to Latour de Carol/Rodez/Albi and Paris to Hendaye. The Hendaye service is also expected to be withdrawn when the new high-speed line between Tours and Bordeaux is opened in July.

BELGIUM

The recently introduced service linking Brussels Airport with the city's European quarter (Brussels Schumann and Luxembourg stations) now also runs at weekends, as shown in Table **401**.

NETHERLANDS

There has been a major revision of the Dutch timetable with a number of key route changes and many amended timings.

All services from Amsterdam Centraal heading towards Den Haag, Rotterdam and Vlissingen (Table **450**) now operate via Haarlem, no longer serving Schiphol Airport. *Intercity direct* services in Table **451** continue to run via Schiphol and, together with various local trains (summarised in Table **452**), a very frequent service is maintained between Amsterdam Centraal and the airport.

All long distance services between Groningen/Leeuwarden and Den Haag via Lelystad, together with a new half-hourly service between Lelystad and Dordrecht, operate via Amsterdam Zuid and Schiphol (Table **460**). The stopping service between Zwolle and Amsterdam continues to provide a through service to Amsterdam Centraal and there is also a fast shuttle service operating between the main stations of Almere and Amsterdam (Table **459**).

The Den Haag – Rotterdam – Eindhoven service now runs over the high-speed line between Rotterdam and Breda, saving nine minutes (Table **471**). A change of trains at Breda will be required for the time being, although through services are expected to recommence later in 2017. Please note that these services no longer run between Eindhoven and Venlo (see below) and, because of the diversion over the high-speed line, they no longer serve Dordrecht (although good connections are provided at Breda, as shown in Table **471**).

Services between Eindhoven and Venlo are now part of a new through route from Schiphol via Amsterdam Zuid and Utrecht, timings for which will be found in Table **470**. For most of the day they are formed as a portion of the existing Schiphol to Heerlen service.

Other services generally run on the same routes as before, although there are varying degrees of retiming across the network.

SWITZERLAND

Opening of the Gotthard Base Tunnel - the world's longest and deepest rail tunnel - to regular passenger traffic has enabled the schedules of principal services to be reduced by approximately 30 minutes. Consequently, a small restructuring of Table **550** has been made and services which continue to use the traditional mountain route are now shown in new Table **550a**.

ITALY

Only partial information for the new timetable was available as we went to press, although all trains shown with a train number within our tables have been checked. However, there has been much renumbering of trains this year so precise running days, exception dates, as well as timings for local services remain subject to confirmation. As always, it is advisable for travellers to recheck information locally.

Services between Milano and Brescia have been speeded up by ten minutes owing to the opening of a 40 kilometre section of new high-speed railway (Table **605**).

As part of the ongoing upgrade works on the Ligurian coast, Imperia Porto Maurizio and Imperia Oneglia stations have been replaced by a single station named Imperia (Table **580**).

SPAIN

Engineering work between Zaragoza and Barcelona (via both Caspe and Lleida) has resulted in many services being retimed (Table **652**).

AVE service **3944/3994** Barcelona – Sevilla/Málaga now runs on Saturdays only, with the return service *AVE* **3945/3995** operating only on Sundays (Table **660**).

Many *EuroMed* services between Barcelona and València have been retimed with an additional stop at L'Aldea-Amposta inserted (Table **672**); most *Reginal Exprés* services have also been retimed.

A new weekend Intercity service has been introduced between Madrid and Vinaròs (Tables **668, 672**). Departing Madrid Puerta de Atocha on Fridays at 1710, *IC* **5570** arrives Vinaròs at 2118. The return service, *IC* **5481**, returns on Sundays departing Vinaròs at 1543 and arriving back in the Spanish capital at 1943.

Eva Transportes has issued a new timetable for services between Lagos and Sevilla (Table **676**).

DENMARK

The new timetable reveals numerous, albeit fairly minor, schedule changes, and tables have been updated accordingly.

The practice of principal *IC* and *Lyn* trains serving København Lufthavn (Kastrup) has been discontinued (Table **700**).

NORWAY

Journeys on the Vestfold line between Oslo and Skien (Table **783**) are a few minutes quicker following the opening of the 12 kilometre Holmestrand Tunnel. Within the tunnel is a brand new station serving Holmestrand itself. On Mondays to Fridays, two faster trains are provided in each direction between Oslo and Skien omitting certain stops and completing the journey in approximately 2 hours and 30 minutes.

The early morning service on Mondays to Fridays from Göteborg to Oslo, together with the mid-afternoon return train, has been withdrawn between Göteborg and Halden (Table **770**).

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What's new this month (continued from page 36)

FINLAND

Some branch lines, which have reportedly been under threat of closure, have seen an improved level of service from the timetable change. This includes the Joensuu to Piekisjärvi route which has a second daily service added in each direction (Table 793). An additional journey has also been added between Tampere and Haapamäki (Table 795) meaning there are now two daily journeys available in each direction.

GERMANY

Engineering work at various locations around Germany will once again cause disruption to journeys during certain periods. The Frankfurt – Erfurt – Leipzig/Berlin route (Table 850) will be particularly badly affected during the first half of 2017 with various track improvement projects taking place. Unfortunately we are unable to show all timing variations, but a special version of the table, covering the period from March 11 to May 22 when the most significant alterations occur, will be found on page 561. Other work taking place in the Frankfurt, Halle and Leipzig areas will complicate schedules further at certain times and so readers intending to use services in Table 850, particularly from February 11 to May 22, are strongly advised to check timings before travelling.

The route from Berlin to Stralsund (Table 845) is another with significant changes, this time from February 9 through to the December 2017 timetable change. All trains are diverted between Berlin and Bernau resulting in extended journey times. Most regional services between Berlin and Stralsund run from/to Berlin Lichtenberg whilst those between Berlin and Lutherstadt Wittenberg/Falkenberg continue to serve Berlin Hbf (meaning no direct connection between the two routes). A special version of Table 845 will be found on page 560 with full details of amended timings from February 9 for both long-distance and regional services.

To help readers plan their journeys in Germany, we have included a summary of the most significant alterations affecting long distance journeys on page 367. Please note that this list is not exhaustive and other alterations may occur, particularly at weekends and during holiday periods.

There have been some changes to the Rhein-Ruhr *Regional Express* network (Table 802) with some routes now benefitting from an increased frequency. *RE6*, which previously ran from Düsseldorf to Bielefeld and Minden, is now extended to run on an hourly basis from Köln/Bonn Flughafen via Köln Hbf and Neuss. *RE11* no longer runs Mönchengladbach – Duisburg – Hamm, but is diverted to provide an extra service each hour on the Düsseldorf – Duisburg – Hamm section (which now has three fast regional connections per hour in each direction). Certain *RE11* services are extended to run through to Kassel via Paderborn (Table 805). The Mönchengladbach to Duisburg section, previously part of *RE11*, is now part of an extended route *RE42* running Mönchengladbach – Duisburg – Recklinghausen – Münster. Finally, *RE5* from Koblenz now only runs as far as Wesel, no longer serving Emmerich. However, a new route *RE19*, operated by Abellio Rail NRW, provides an hourly service Düsseldorf – Duisburg – Emmerich; this service is expected to be extended to run across the border to and from Arnhem from April 6.

Private operator *Locomove* is scheduled to start running its daily return service between Stuttgart and Berlin from December 14. Timings have been included in Tables 902 and 912. Tickets may be purchased from the operator's website and are also available on board the train.

AUSTRIA

Railjet services between Wien and Bregenz/Zürich have been modified to produce a regular hourly service over the Arlberg mountain section between Innsbruck and Feldkirch (Table 951). This has been achieved by running most Wien to Bregenz and Wien to Zürich services separately (rather than combined between Wien and Feldkirch). Stopping patterns between Innsbruck and Feldkirch alternate every two hours; all trains call at Landeck and Bludenz with, for most of the day, alternate trains calling at Ötztal and St Anton or Imst-Pitztal and Langen. The only downside to this calling pattern is only a limited service is available for short journeys between St Anton and Langen.

All services between Wien and Salzburg operated by Austrian Railways are now formed of *Railjet* rolling stock (Table 950).

Six *Railjet* services in each direction between Graz and Wien are extended to serve Wien Flughafen (Table 980). This does mean that certain services between Salzburg and Wien no longer serve the airport.

POLAND

Polish Railways' schedules have been updated and are now valid until March 11. As is usual, there are many variations even within this short time period and it is always advisable to confirm times locally when travelling in Poland.

CZECH REPUBLIC

Czech Railways has introduced a through train between Praha and Český Krumlov (Table 1131) via České Budějovice, whilst *Arriva* also has a journey on the route at weekends, increasing to daily in summer. Praha to Linz (Table 1132) now has four journeys each way, with journey times improved to just over four hours.

Regiojet has a new Praha – Brno – Bratislava service (Table 1150), with two trains each way. A third train runs between Praha and Brno, continuing to Staré Město u Uherské Hradiště. *Arriva* has increased its cross-border Praha to Trenčín service and extended it to Nitra (Table 1157); initially running two days per week, there will be a daily service from April.

The Praha – Ostrava – Žilina service has been recast once again (Table 1160) and there are new trains from Ostrava Svinov to Banská Bystrica, some extending to Zvolen (Table 1185).

SLOVAKIA

Slovak Railways has reintroduced *Intercity* trains to the Bratislava – Košice route (Table 1180) with two journeys each way. The Praha to Banská Bystrica sleeper service (Table 1185) is reduced to three days per week.

A new Brno – Košice – Prešov sleeping car has been introduced, conveyed in train 283/2 between Brno and Bratislava, then in train 801/800 to and from Prešov. A further new sleeping car runs between Wien and Košice conveyed in trains 406/445, returning in 444/407.

HUNGARY

Bus substitution in the Fonyód area will take place until June 16, as shown in Table 1220. Budapest to Zagreb trains will therefore run via Dombóvár during this period (Table 1240). Tables 1260, 1261 and 1265 have been recast to improve our coverage of the services from Budapest to Miskolc and beyond.

SLOVENIA, CROATIA and BOSNIA-HERZEGOVINA

Schedules have been updated where possible, but it should be noted that no information was available at press date for the Bosnian Federation, although major changes are not expected.

Refurbishment to Slovenian Railways' fleet of tilting trains is currently taking place resulting in *ICS* category services being replaced by *IC* trains until June 10.

SERBIA and FYRo MACEDONIA

Engineering work between Niš and Preševo is expected to be completed in late May which should see the resumption of international trains from Beograd to Skopje and Thessaloniki (Table 1380).

ALBANIA

The somewhat perilous state of Albanian Railways continues and services have been suspended once again, apparently owing to lack of finance. The situation will be reviewed by Government in January (Table 1390).

BULGARIA

Services on the recently upgraded route between Plovdiv and Svilengrad have been adjusted with more through journeys now available (Table 1550). These include two eastbound through journeys from Sofia to Svilengrad and one in the opposite direction.

ROMANIA

Tables have been updated and all principal services - those shown with a train number - have been checked. However, services run by private operators *Regiotrans*, *Softtrans* and *Transferoviar*, and all local services are subject to alteration.

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What's new this month *(continued from page 558)*

UKRAINE

Amongst the changes is a new early-morning *Intercity* train from Kharkiv to Vinnytsya via Kyiv, returning in the evening, running daily except Tuesdays (Tables 1750 and 1700). A further new *Intercity* departs Kyiv at 1449 for Zaporizhzhya (Table 1775) on five days per week, returning overnight.

In Table 1700, train 113 Kharkiv – Mukacheve is extended to Uzhorod whilst 115 from Kharkiv continues to Chernivtsi instead of Ivano-Frankivsk.

RUSSIA

The principal train on the Trans-Siberian route, the *Rossiya* (Table 1990), has been retimed to leave Moskva late evening instead of early afternoon: from December 11 train 2MJ leaves Moskva Yaroslavskaya at 2345, whilst train 1MJ, its westbound equivalent, leaves Vladivostok at 1210 (1910 local time). The train continues to run on alternate days, taking seven days to complete the journey.

BEYOND EUROPE

In this expanded Winter edition of the European Rail Timetable, we are showing all eight of our Beyond Europe sections. A list of the areas covered and their locations within the timetable will be found on page 577. Please note that only limited updates have been made to most sections since they last appeared in the regular monthly editions.

In the section covering Israel we have created a new table, numbered 4513, which shows timings for the newly opened Haifa to Bet She'an line. This service follows the route of the old Jezreel Valley Railway which ceased operations in 1948.

HAPPY CHRISTMAS

from the European Rail Timetable team

We would like to take this opportunity to thank all the operators and correspondents who have kindly supplied information to us this year



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